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**REQUEST FOR CONSULTATION ON DRAFT INITIAL STUDY
(THIS DOCUMENT IS NOT AN ENVIRONMENTAL IMPACT REPORT)**

Date of this request: 10/1/81

**Project: 333 BUSH STREET
81.461E**

To Whom It May Concern:

A draft initial study has been prepared pursuant to the California Environmental Quality Act, the Guidelines of the Department of Resources and San Francisco requirements to determine if the subject project may have a significant impact.

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study is sent to you in your capacity as special expertise related to the project, to carry out or approve the project, or assist in this project.

requested concerning the effects of the project, and whether these effects may cause a change in environmental conditions. We are writing on the coverage of the EIR, on the scope of further research necessary to determine significant environmental effects.

study is being circulated prior to full public review. Our review will run concurrently with the review period indicated in this letter. If no written response is received by October 16, 1981, it will be assumed that there are no comments concerning the coverage of the subject draft initial study.

City of the City and County of San Francisco, please indicate in your response the number of hours spent on this matter, for inclusion in our records.

We will provide you with a copy of the final initial study once it is completed.

If you have questions about the process, please contact Ms. Carol Roos of this Department at 552-1134.

D

Sincerely,

**Alec S. Bash
Environmental Review Officer**

ER 0-9 (rev. 2/17/81)

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This draft initial study is sent to you in your capacity as a public agency having special expertise related to the project, a public agency which is to carry out or approve the project, or a person having an interest in this project.

Your comments are requested concerning the effects of the project on the environment, and whether these effects may cause a substantial adverse change in environmental conditions. We request your comments in writing on the coverage of the EIR, if one is required, or on the scope of further research necessary on any potentially significant environmental effects.

This draft initial study is being circulated prior to full Departmental review, and our review will run concurrently with the time limit established in this letter. If no written response is received from you by October 16, 1981, it will be assumed that you do not wish to make any comments concerning the coverage of the EIR or other items in the subject draft initial study.

If you are an agency of the City and County of San Francisco, please indicate in your response the number of hours spent on this matter, for inclusion in our records.

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DRAFT
INITIAL STUDY

333 BUSH STREET

81.461E

DISCLAIMER

SF

This document was prepared outside
the Department of City Planning,
and has not yet received
Departmental review.

October 1981



Environmental Science Associates, Inc.

1291 E. Hillsdale Boulevard Foster City, California 94404 415/573-8500

1390 Market Street San Francisco, California 94102 415/552-4775

8725 Venice Boulevard Los Angeles, California 90034 213/838-2221

REF 711.4097 T4137id

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INITIAL STUDY

81.461E

333 BUSH STREET

(Assessor's Block and Lots: AB 288, Lots 20, 21, 22, 23, 26, 28)

PROJECT DESCRIPTION

The Campeau Corporation California proposes to construct a 37-story combined office and residential condominium building located on a portion of Assessor's Block 288 bounded by Bush Street and Trinity Place. The project site is in the block bounded on the north by Bush Street, on the south by Sutter Street, on the west by Kearny Street and on the east by Montgomery Street. (See Figures 1 and 2.) The 31,590 square foot project site, comprised of lots 20, 21, 22, 23, 26 and 28, is zoned C-3-0, 500-I Height and Bulk district. (See Figure 3.) Table 1 shows the existing uses on the site. Lot 26, at 25 Trinity Place, is occupied by a 3-story brick building used for commercial purposes. Lot 23, at the corner of Bush Street and Trinity Place, is occupied by a 4-story structure with a restaurant on the ground floor and office space above. The Jerome Building, on lot 22, contains 3 stories of office space over street-level commercial space. Lot 21 is occupied by a 4-story parking structure and lot 20 by a 7-story parking structure with ground floor commercial space (rated B on the Heritage Foundation Survey and 0-F1-0 on the San Francisco Department of City Planning's Architectural Survey). The adjacent lot 28 contains a 2-story office building. All buildings on the site would be demolished.

The project would be 500 feet high and consist of 90,300 gross square feet in 3 subsurface levels with some parking provided, 23,800 gross square feet of street level commercial/retail space along Bush Street and Trinity Place, 577,300 gross square feet of office space and 75,600 gross square feet of residential condominiums. The first 6 stories of office space form a base 122 feet wide along Bush Street and 90 feet wide along Trinity Place. Above this are a mechanical floor and 23 floors of office space in a tower 64 feet wide along Bush Street and 64 feet wide along Trinity Place. Above the office space are a mechanical floor and 6 floors of residential condominiums. The southwest corner of the building is setback with vertical serrations rising 29 floors.

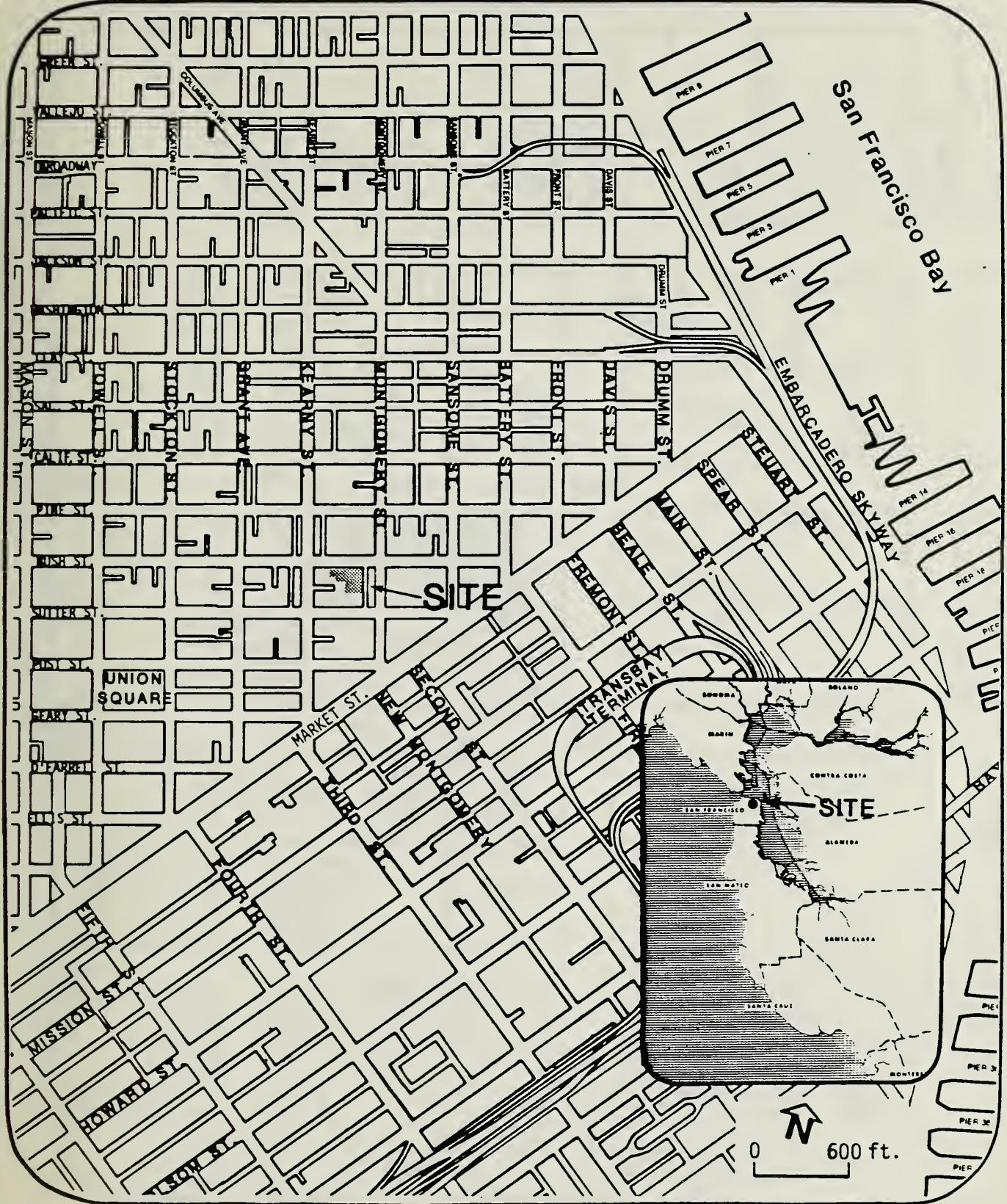


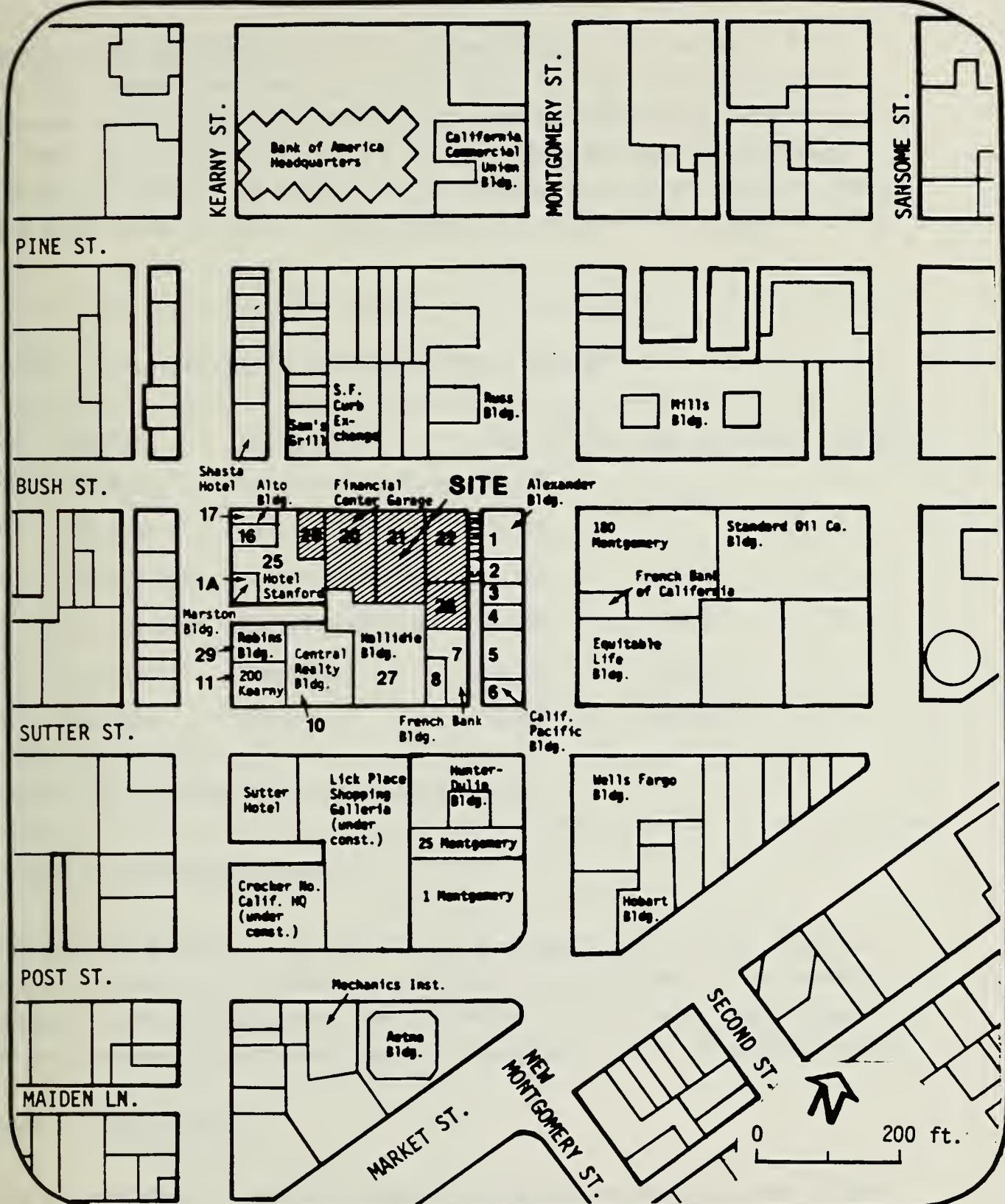
FIGURE 1: Site Location

SOURCE: Environmental Science
Associates, Inc.

A very faint, light gray watermark-like image of a classical building with four columns and a triangular pediment is visible in the background.

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<https://archive.org/details/333bushstreetdra1198envi>



Beginning on the 30th floor of the southwest corner is a series of five 15-foot setbacks, each one story high. There is a 15 foot square corner indentation or notch rising the height of the building at the northwest corner. Project design includes a covered pedestrian walkway along Bush Street and a 680 square foot terrace on the 8th floor of the tower for use by the condominium residents. (See Figures 4, 5, 6, and 7 for project details.)

TABLE 1: EXISTING USES AT THE PROJECT SITE: AB:288

<u>Lot</u>	<u>Address</u>	<u>Existing Use</u>	<u>Sq. ft. Lot</u>	<u>Sq. ft. Bldg.</u>	<u>Stories</u>
20	355 Bush	Restaurant/Parking	8,319	47,400	7
21	351 Bush	Parking Garage	9,453		4
22	323-329 Bush	Commercial/Office	6,188	12,790	4
23	315-321 Bush	Restaurant/Office	2,062	8,416	4
26	25 Trinity	Commercial	4,125	12,375	3
28	365 Bush	Office	3,231	6,789	2

Source: Environmental Science Associates, Inc.

POTENTIAL ENVIRONMENTAL EFFECTS

The proposed project at 333 Bush St. was examined in this Initial Study in order to determine it's potential effects on the environment. The potential impacts in the following areas were determined to be either insignificant or to have been mitigated through measures incorporated into the project design.

Land Use Compatibility:

The project would be consistent with existing and proposed land uses in the vicinity of the site except for the on-site provision of housing which is in general compliance with evolving City policy.

Noise:

After completion, the project would not increase audible noise levels in the project vicinity. Noise insulation features would be included in the project design to comply with standards of Title 25 of the California Administrative Code.

Public Services and Utilities:

The increased demand for public services and utilities attributable to the project would not require additional personnel or equipment.

Biology:

The project would have no effect on any plant or animal life or habitat.

Construction-Related Air Quality:

Construction of the proposed project would have short-term effects on air quality in the project vicinity. Measures included in the project would partially mitigate these effects.

Hazards:

The site and the project would neither cause nor be affected by hazardous uses or health hazards.

A. GENERAL CONSIDERATIONS:

Yes Maybe No N/A Disc.

1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City?
2. Would the project require a variance, or other special authorization under the City Planning Code?
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?

X X

X

 X

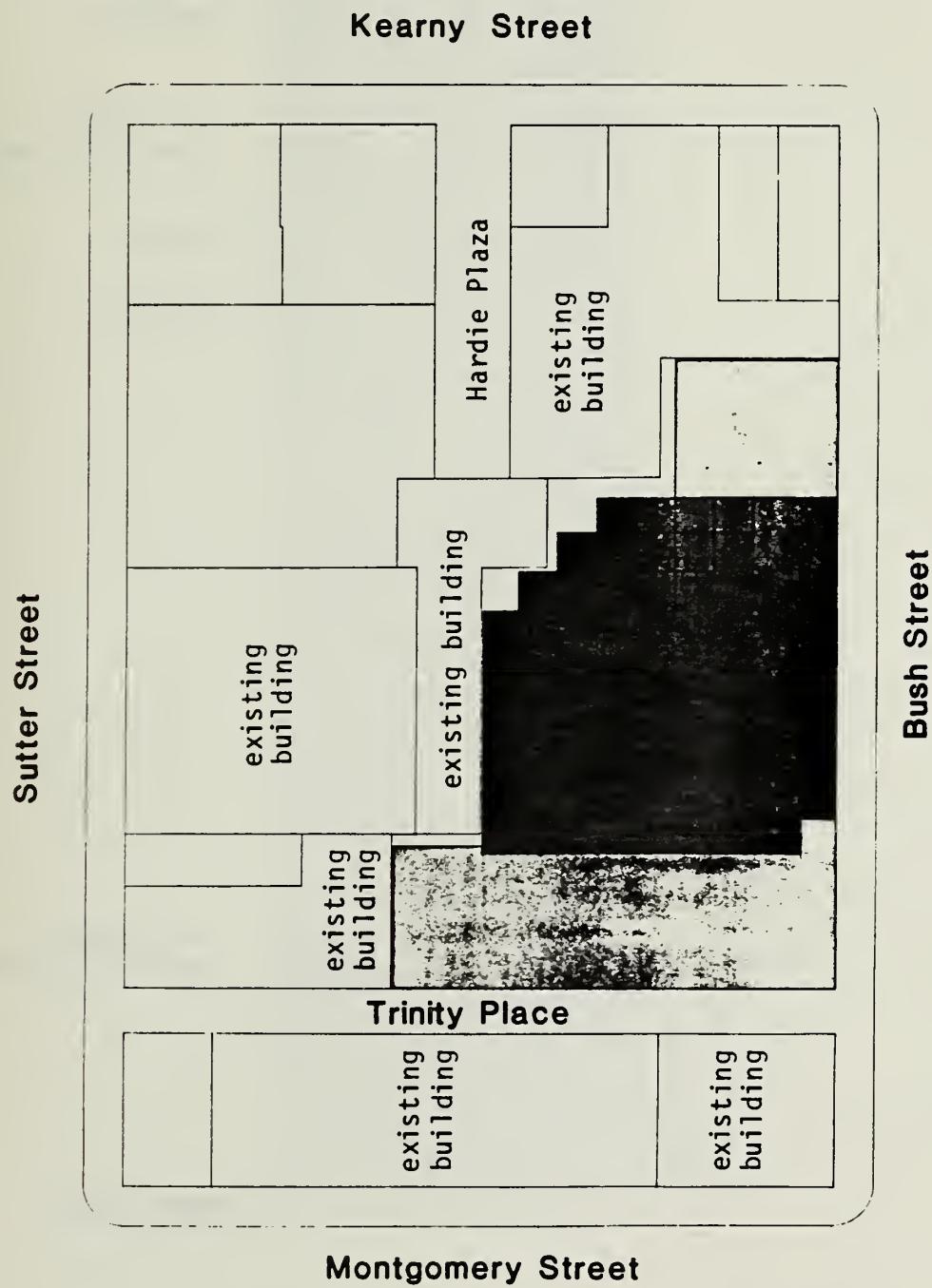
4. Would the project conflict with adopted environmental plans and goals?

_____ X _____

The project would comply with major provisions of the Comprehensive Plan. It would provide office space in the Financial District which is classified by the City Planning Code as the Downtown Office District (C-3-0) and described as "playing a leading national role in finance, corporate headquarters and service industries, and serving as an employment center for the region." The proposed project would comply with Objective 6 of the Commerce and Industry Element of the Comprehensive Plan to "maintain and improve San Francisco's position as a prime location for financial, administrative, corporate, and professional activity," and with policies to "maintain a compact downtown core" and to "provide adequate amenities for those who live, work and use Downtown." The project would be directly accessible or close to bus lines serving San Francisco (Muni), Marin (Golden Gate Transit), the East Bay (A-C Transit), and the Peninsula (Samtrans and Muni connections to Southern Pacific commuter service), thereby encouraging the use of public transit. The project also would provide new housing "to help meet the demand for housing generated by downtown business expansion", a policy advanced by the Mayor in her six-point program for expanding housing in San Francisco, April 9, 1981, and Guiding Downtown Development, May, 1981.

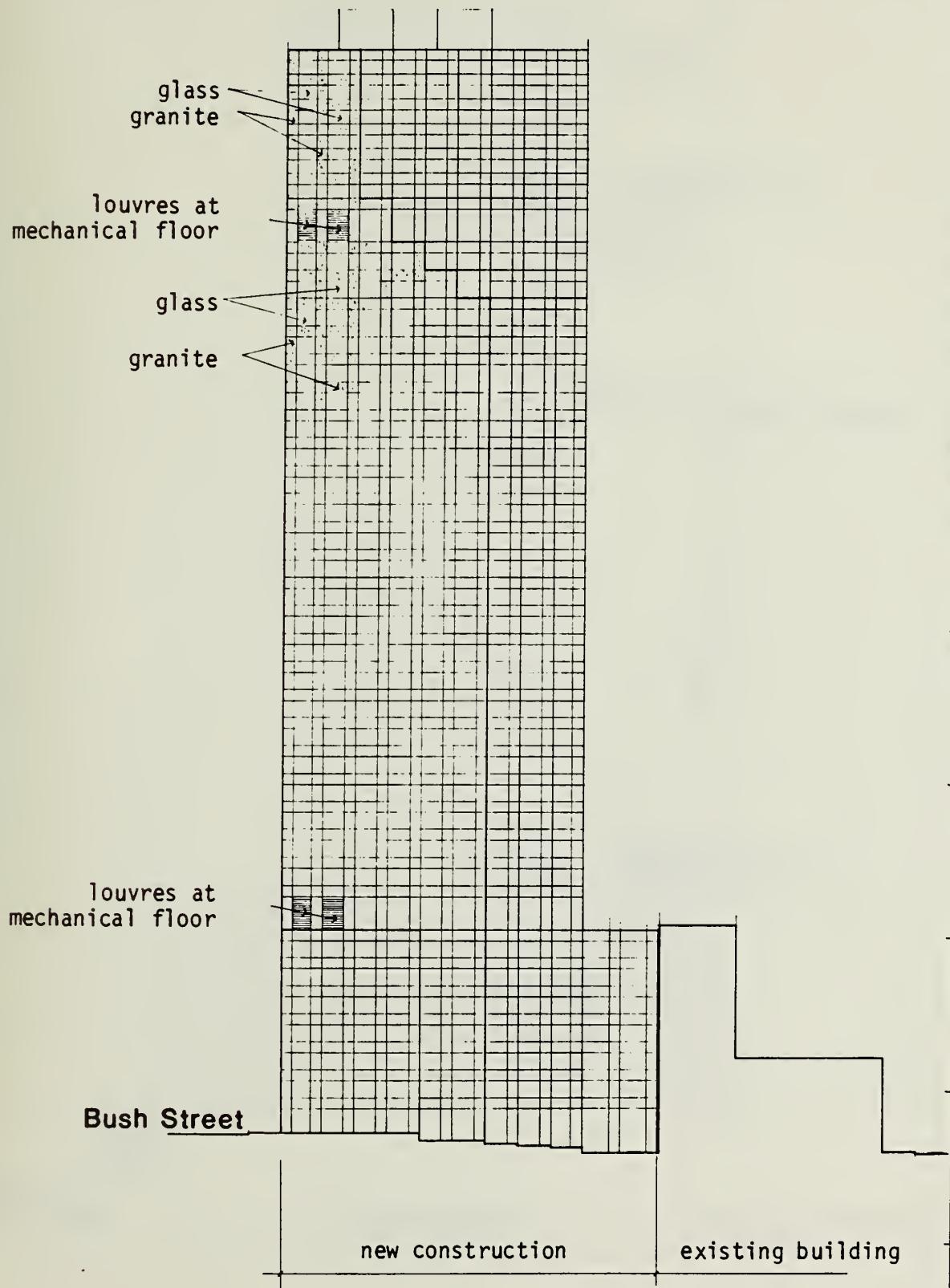
The project would require the demolition of the Financial Center Garage given a rating of B by the Foundation for San Francisco's Architectural Heritage Survey and 0-F1-0 by the San Francisco Department of City Planning's Architectural Survey, and thus would conflict with Policy 4 of the Urban Design Element which seeks to "preserve notable landmarks and areas of historic, architectural or aesthetic value..."

The project would require a conditional use authorization under the provisions of Section 303 of the City Planning Code in order to utilize the bonus provisions of Section 126, as affected by Board of Supervisors Resolution No. 240-80, for the residential portion of the project. Discretionary review by the City Planning Commission would also be required by its Resolution 8474 requiring review of all projects in the Downtown area.



SOURCE: Skidmore, Owings, & Merrill

FIGURE 3: Site Plan



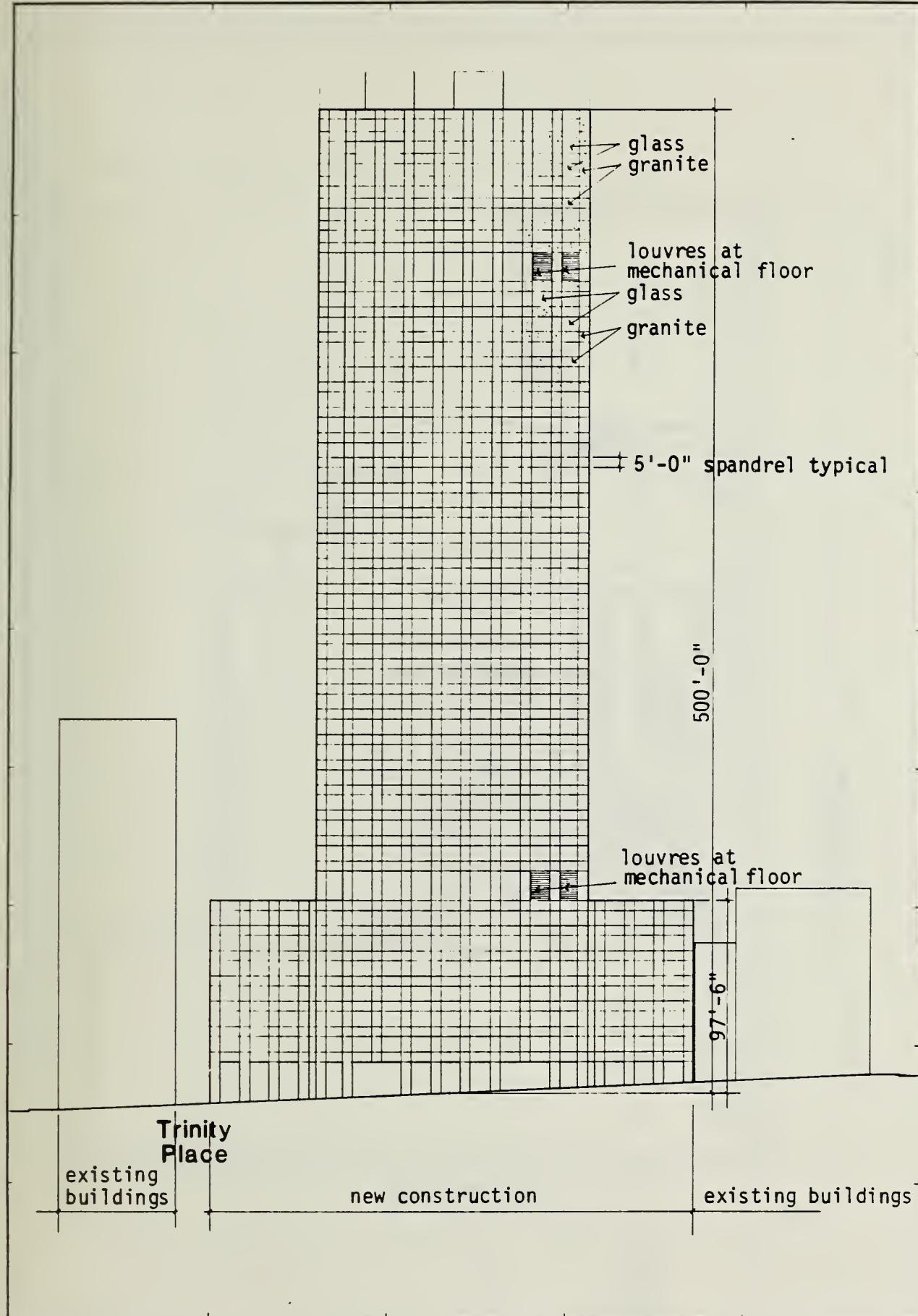
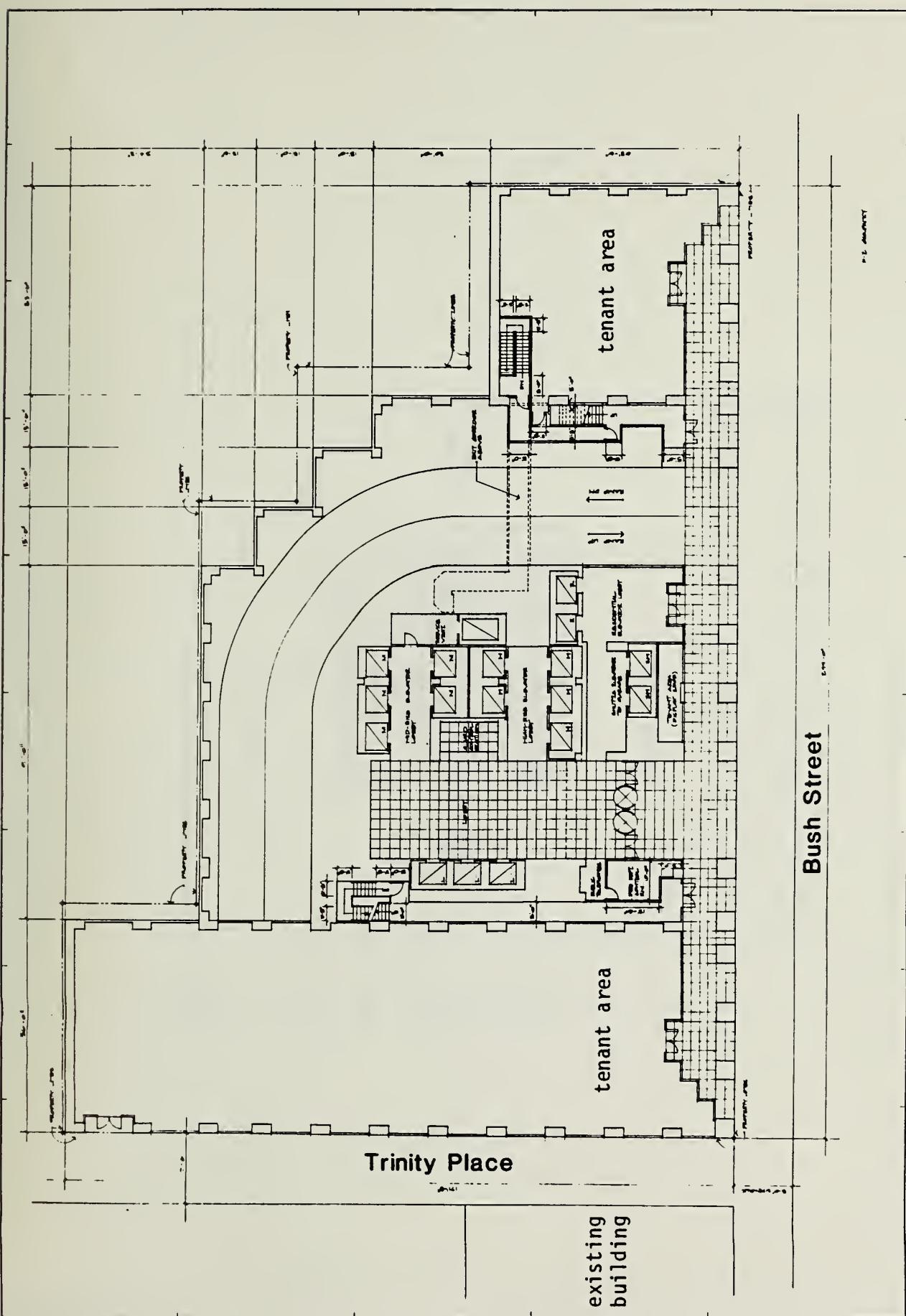
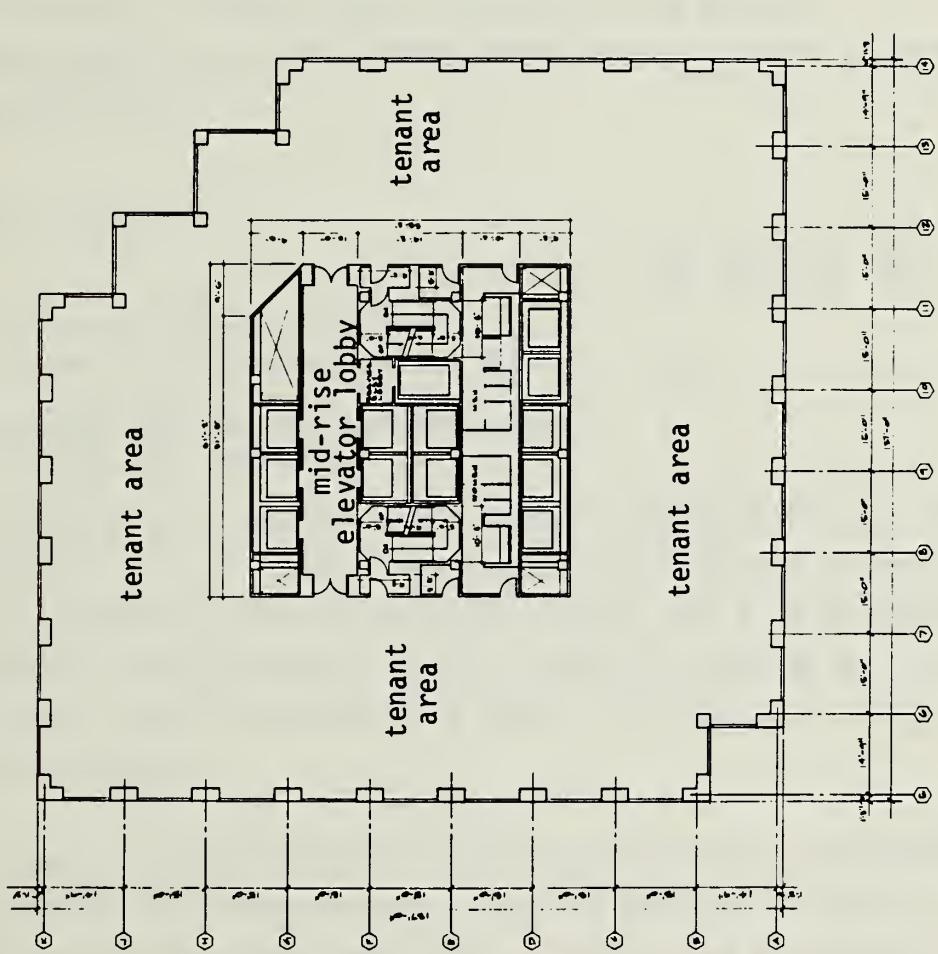


FIGURE 6: Ground Floor Plan



SOURCE: Skiamore, Owings, & Merrill



SOURCE: Skidmore, Owings, & Merrill

FIGURE 7: Typical Floor Plan

Prior to the sale of the condominiums it would be necessary for the project sponsor to obtain approval of an application to subdivide property pursuant to Sections 1303(c) the Subdivision Code, Chapter XIII of Part II of the San Francisco Municipal Code. This application must be filed with the Department of Public Works which refers it to the Department of City Planning, Bureau of Engineering, Bureau of Building Inspection, and the Human Rights Commission. In the case of the City Planning Commission, the public hearing to consider consistency with the master Plan is necessary (Section 1332 of the Subdivision Code). This application would be considered at the same time as the Conditional Use Application. The subdivision requirement that residential developments of 50 units or more provide a minimum of 10% low and moderate-income housing is currently undergoing review by the City in view of the lack of subsidy funds.

B. ENVIRONMENTAL IMPACTS:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
1. <u>Land Use</u> . Would the proposed project:					
a. Be different from surrounding land uses?	X				X
b. Disrupt or divide the physical arrangement of an established community?			X		

The proposed project site is located in the Downtown Financial District and is surrounded by office and retail uses. The project block contains office space over ground floor commercial uses in buildings ranging from 4 to 10 stories, with the exception of lot 25, west of the site, which is occupied by a 6-story hotel. To the extent that the project is a mixed use building, it differs from surrounding land uses.

Lots 2, 3, 4, 5 and 6, along Montgomery Street, are the site of 101 Montgomery Street, a proposed 28-story office building recently approved by the City Planning Commission and now under construction. Across from the project site, along Bush Street, are a 7-story hotel, a 2-story office building, a 3-story office building, 2 vacant lots, and a 16-story office building. All of these structures have ground floor commercial space. Table 2 lists the architectural and historic resources on the project block and nearby properties along Bush Street.

The project would not disrupt the physical arrangement of an established community.

TABLE 2: ARCHITECTURAL AND HISTORIC RESOURCES ON PROJECT BLOCK AND FRONTING PROJECT SITE

<u>AB</u>	<u>Lot</u>	<u>Address</u>	<u>S.F. DCP Rating</u>	<u>Heritage Rating</u>
288	1	141-145 Montgomery St.-Steil Bldg.	1-E2-1	B
	7	108-110 Sutter St.-French Bank	3-D7-4	A
	8	126 Sutter St.	not rated	C
	10	154 Sutter St.-Central Realty Bldg.	1-F1-2	B
	11	200 Kearny St.	3-F1-3	A
	14	240-244 Kearny St. Marstan Bldg.	not rated	B
	16	260 Kearny St.	0-F1-2	C
	17	381-383 Bush St.-Alto Bldg.	1-F1-2	B
	*20	355 Bush St.-Financial Center Garage	0-F1-0	B
	25	246-250 Kearny St.-Hotel Stanford	1-E2-2	C
	27	130-150 Sutter St.-Hallidie Bldg	5-F8-5	A
	29	220-226 Kearny St.-Robins Bldg.	0-F1-0	C
269	1	235 Montgomery St.-Russ Bldg.	4-D5-4	A
	2	334 Bush St.	1-D7-1	not rated
	2A	344 Bush St.	1-D7-1	C
	3	350 Bush St. S.F.-Curb Exchange	3-D1-3	A
	4	364 Bush St.-Sam's Grill	0-F1-0	C
	5	380 Bush St.-Shasta Hotel	not rated	C

*Building on project site.

** Listed in National Register of Historic Places (February, 1979)

Note: See Appendix A for discussion of survey and ratings.

Source: Environmental Science Associates, Inc.

2. Visual Quality and Urban Design. Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Obstruct or degrade any scenic view or vista open to the public?	—	—	X	—	X
b. Reduce or obstruct views from adjacent or nearby buildings?	X	—	—	—	X
c. Create a negative aesthetic effect?	—	X	—	—	X
d. Generate light or glare affecting other properties?	—	—	X	—	X

The proposed project would not obstruct any major scenic view or vista now available to the public. The view along the Bush Street corridor would be changed. Views from the street along the Kearny and Montgomery Street corridors would not be affected. Long range, existing views of the Hunter-Dulin Building at 111 Sutter Street (rated "A" in the Heritage Survey and 4-1-5 in the Department of City Planning Survey) from Kearny Street north of Bush Street would be blocked by the tower placement.

The proposed project would obstruct views over the site to the south, southwest and west now available from the upper floors of the Russ Building at 235 Montgomery Street, the Mills Building, the tower at 230 Montgomery Street, the Alexander Building at 149-157 Montgomery Street and the 180 Montgomery Street Building. Additional study of the effect of the project on both long-range and short range views is necessary.

The proposed project would affect the scale and building configuration of the project block. Some observers may not want to see existing buildings replaced with a high-rise structure, while others might consider the project a unifying element, reinforcing the visual identity of the Bush / Montgomery Streets intersection as a major Financial District activity center.

The project would result in a net increase in shadows along Bush Street. The San Francisco Curb Exchange (rated "A" in the Heritage Survey and 3 in the Department of City Planning Survey) at 350 Bush Street, fronting the proposed project, would be in shadow in the afternoon. Additional study of the effects of shadows cast by the project is necessary.

The proposed project would generate light from the office and residential floors when in use. Light generation probably would not affect surrounding buildings; additional study of the effect of office lights on surrounding buildings is necessary. The type of glass to be used in the project has not been determined. The possible effects of glare generated by the proposed project will be discussed in the EIR.

3. Population/Employment/Housing. Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Alter the density of the area population?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>

b. Have a growth-inducing effect?	<u>X</u>	—	—	—	—	<u>X</u>
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	<u>X</u>	—	—	—	—	<u>X</u>
d. Create or eliminate jobs during construction and operation and maintenance of the project?	<u>X</u>	—	—	—	—	<u>X</u>
e. Create an additional demand for housing in San Francisco?	—	<u>X</u>	—	—	—	<u>X</u>

The proposed project would displace approximately 150 employees from the site during construction and attract approximately 2,400 upon completion, a net increase of about 2,250 persons. No housing would be displaced.

Relocation plans for current tenants are for the most part unknown at this time. Some existing businesses might decide to relocate elsewhere; others, such as Salamagundi's Restaurant, may return to the site. A tenant survey will be necessary to more accurately predict displacement effects.

Project construction person-years of labor and average number of construction employees are unknown at this time.

The new permanent jobs located in the project building would be expected to generate a demand for housing units in San Francisco and throughout the Bay Area. The project would include about 40 residential units, attracting about 72 residents to the site. The extent to which these units would help to meet this demand would be estimated in further analyses based on price and size of the proposed units compared with employee salaries.

Since the project includes over 50,000 square feet of new office space, City guidelines recommended in Guiding Downtown Development would require the construction of 373,760 square feet of housing for a minimum of 526 housing units (i.e., an additional 486 units to those provided on-site). The housing would be subject to whatever low and moderate income requirements apply Citywide.

Assuming an employment multiplier of 1.18, the project's estimated 2,300 office sector jobs would create about 2,760 additional, secondary jobs in the

City's business services sector, and this could have a growth-inducing effect by attracting new residents to the City and Bay Area.

To the extent that the project attracts new residents or commuters who would not otherwise have been attracted to San Francisco or the Bay Area, it may be viewed as employment-generating and growth-inducing, resulting in a variety of indirect growth effects. The effects would include additional demand for housing, demands for a variety of commercial, social, medical, and municipal services, and secondary demands on streets, freeways, and transit systems.

4. Transportation/Circulation. Would the construction or operation of the project result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Change in use of existing transportation systems?	X	—	—	—	X
b. An increase in traffic which is substantial in relation to existing loads and street capacity?	X	—	—	—	—
c. Effects on existing parking facilities, or demand for new parking?	X	—	—	—	X
d. Alteration to current patterns of circulation or movement of people and/or goods?	X	—	—	—	X
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	X	—	—	—	X
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?	—	—	X	—	X
g. Construction of new public roads?	—	—	X	—	—

An increase in Muni and regional transit patronage would occur and additional automobile trips would be attracted to the site and to the Downtown area. Pedestrian use of sidewalks may increase and will require further analysis, as will the effects of the project on transit and traffic. Both project-related and cumulative impacts will be given further consideration. The project would eliminate an existing parking garage, reducing available long term parking in the area, in concert with City policies discouraging the provision of this type of parking in the downtown area.

5. Noise.

Yes Maybe No N/A Disc.

- a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area?
(During construction) X _____ X
- b. Would existing noise levels impact the proposed use? X _____ X
- c. Are Title 25 Noise Insulation Standards applicable? X _____ X

Audible noise levels in excess of those presently existing in the area would not result due to project operation. The amount of traffic generated by the project during any hour of the day would cause traffic noise levels to increase by less than 1 dBA. A 1-dBA increase in environmental noise is undetectable by the untrained human ear.

Vehicular access to the building site would be provided with ramps from Bush Street into the basement area. Loading docks for commercial deliveries would be relocated on basement level one; a parking area, primarily for the proposed residential units, is proposed for basement levels two and three.

Such facilities would generate additional traffic, but increased noise levels would be inaudible due to existing noise levels on Bush Street.

Mechanical equipment noise is regulated by the San Fancisco Noise Ordinance, (Part II, Chapter VII, San Francisco Municipal Code), Section 2909, "Fixed Source Noise Level," with which the project sponsors are required to comply. The project site and surrounding area are zoned C-3-0. In this zone, the ordinance limits equipment noise levels to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. at the property line. During lulls in traffic, mechanical equipment generating 70 dBA would dominate the site noise environment. As equipment noise levels would be limited to 60 dBA to meet the nighttime limit, they would not be audible within the sound-level context of the project. Further discussion will not be included in the EIR.

Typical of downtown San Francisco, the noise environment of the site is dominated by vehicular traffic noise. The Environmental Protection Element of the San Francisco Comprehensive Plan indicates a day-night average noise level (L_{dn}) of 75 dBA on Bush Street in 1974.^{1/},^{2/} The Environmental Protection Element contains guidelines for determining the compatibility of various land uses with different noise environments. For residential and office uses the guidelines recommend no special noise control measures in an exterior noise environment up to an L_{dn} of 60 dBA for residential uses and 70 dBA for office uses. The exterior noise levels at the site are estimated to be 70 to 75 dBA. For these noise levels, the guidelines require an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. As this will be done by the project sponsor, no further analysis is needed in the EIR.

Because the exterior noise environment of the site exceeds a CNEL^{3/} of 60 dBA at street level, the project would require an acoustical analysis to show that the interior CNEL requirement of less than 45 dBA with the windows closed would be met. As the project sponsor has certified that the project would be constructed to conform with Title 25 Noise Insulation Standards, existing noise levels would have no significant effect and no further discussion is required.

Project construction would require approximately 28 months and would involve demolition of some existing buildings, excavation, and construction of the proposed structure. These activities would temporarily result in noise levels in excess of those presently existing in the site vicinity. The building foundation type has not yet been determined; it would probably be a mat foundation with spread footings. No piledriving is anticipated. The San Francisco Noise Ordinance limits noise emissions from any powered construction equipment to 80 dBA at a distance of 100 feet. Adherence to this limit would ensure that all equipment, other than impact tools, would cause noise levels at the nearest building to be no greater than present maximum noise levels due to traffic and other mechanical equipment. However, all construction equipment and tools do not comply with the provisions of Section 2907 of the Noise Ordinance which may require a limitation of the hours of construction where such tools and equipment are used. Further consideration will be given to this issue in the EIR. Trucking of construction material to and from the

site would not cause a noticeable increase in average noise levels along haul routes because of existing traffic noise levels on the street.

NOTES - Noise

/1/ L_{dn} , the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises (noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise).

/2/ dBA is the measurement of sound units of decibels (dB). The "A" denotes the A-weighted scale which simulates the response of the human ear to various frequencies of sound.

/3/ Community noise equivalent level (CNEL) is an averaged sound level measurement based on human reaction to cumulative noise exposure over a 24-hour period. The numerical values of CNEL and L_{dn} are essentially equal for most urban noise environments.

6. Air Quality/Climate. Would the proposed project result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Violation of any ambient air quality standard or contribution to an existing air quality violation?	X	—	—	—	X
b. Exposure of sensitive receptors to air pollutants?	X	—	—	—	X
c. Creation of objectionable odors?	—	—	X	—	—
d. Burning of any materials including brush, trees, or construction materials?	—	—	X	—	—
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	X	—	—	—	X

Two types of air quality impacts could be expected from this project: short-term impacts from construction activity, and long-term impacts related to use and operation of the structure. Climatic conditions in downtown San Francisco allow rapid dispersal of air pollutants, so local stationary sources of emissions rarely create a measurable impact at monitoring stations. Rather their impact is to add to regional accumulations of pollutants. Thus the project would probably not result in direct violation of any air quality standard, although it would contribute to existing violations.

Construction activities would generate dust, carbon monoxide, and nitrogen oxides. Without mitigation, an estimated 20.3 tons of particulate would be generated during the 28-month construction period. Carbon monoxide and nitrogen oxide emissions would be generated from construction equipment and activities. Local concentrations of these emissions would depend upon particle size (for particulates), time of day, and microclimate conditions; particulate concentrations would likely often exceed the State 24-hour standard of 100 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

Concentrations of air pollutants are monitored by the Bay Area Air Quality Management District (BAAQMD). The nearest monitoring station was located at Van Ness Avenue and Ellis Street, about 1.2 miles west of the proposed site until January 1, 1980. Since that time this station has been discontinued with equipment consolidated at the Potrero station.

Ozone, carbon monoxide, nitrogen dioxide, and total suspended particulate (TSP) levels, as were measured at this location, frequently violated State and Federal standards. San Francisco currently is a nonattainment area for ozone, carbon monoxide, and TSP; the City must be in compliance with standards by 1987. The short-term impact of construction would not affect the City's effort to bring the area into compliance, even in the unlikely event that microclimate factors funnel site emissions in the direction of the monitoring station.

In contrast to construction, occupation and use of the building, and related activities such as motor vehicle travel to and from the site, would impede local efforts to attain and maintain air quality standards. Combustion of natural gas for space and water heating would generate small amounts of pollutants in the project area. Electrical energy consumption would place an increased demand on local generation plants, possibly resulting in greater emissions from these facilities. Local concentrations of carbon monoxide, hydrocarbons, and nitrogen oxides would increase as a result of increased traffic stimulated by the development. Individually, these incremental changes in air pollution in the region would be insignificant; cumulatively, developments such as this could increase reported concentrations and the frequency of standard violations. Cumulative air quality issues will need additional analysis.

Sensitive receptors which could be affected by air pollution resulting from, or increased by, the proposed development might be people with health problems, certain industries such as horticulture, or fragile ecosystems. The sole pollutant deemed capable of directly affecting a sensitive receptor would be particulate emissions generated during construction; these emissions would be negligible at distances greater than a mile. No receptors especially sensitive to particulates have been identified within a mile of the site.

Receptors sensitive to carbon monoxide, ozone, and particulates do exist in the San Francisco Bay Area, however. Chronic exposure to these air pollutants endangers human health, damages various types of materials, and injures broadleaf crops in agricultural areas. By contributing incrementally to the concentrations of these pollutants, and impeding attainment of regional air quality goals, the project would contribute to the chronic exposure of sensitive receptors to air pollutants.

The project would affect wind ratios at street level, probably increasing west wind speeds along Bush Street and Trinity Place. The project would create and cast new shadows on surrounding street areas, plazas, and buildings. Wind and shadow studies will be necessary to determine the extent of these effects.

7. Utilities and Public Services. Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
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a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following?

fire protection	—	—	X	—	X
police protection	—	—	X	—	X
schools	—	—	X	—	X
parks or other recreational facilities	—	—	X	—	X
maintenance of public facilities	—	—	X	—	X
power or natural gas	—	—	X	—	X
communications systems	—	—	X	—	X
water	—	—	X	—	X
sewer/storm water drainage	—	—	X	—	X
solid waste collection and disposal	—	—	X	—	X

The project would increase the building area and the number of persons using the site, and thus may increase fire hazard. The project would, however, incorporate more extensive fire protection measures than most existing structures in the area, and comply with more stringent fire protection codes

now in effect. Existing water flows to the site for fire fighting are adequate and the project would not require additional personnel or equipment, except in the case of a major disaster./1/

The project would increase population and personal property on the site, thus increasing the opportunity for crime. The project would not require additional personnel or equipment for the police department./2/ Appropriate mitigation measures (alarms, adequate lighting at entryways, security personnel, closed-circuit camera systems) would reduce the effects of the project on the police department.

Based on comparisons with similar types of housing, the project would probably have few school-age residents./3/ San Francisco schools are currently losing population and could absorb any additional students generated by the project./4/

The project would generate a demand for urban recreational facilities, such as plazas and city parks with benches, and clubs providing space for indoors sports. Union Square is four blocks from the project site and St. Mary's Square is two blocks. The project would include a terrace on the 32nd floor for the condominium residents. Restaurants are numerous in the area and at least one would be included in the project. A limited number of indoor recreational facilities are available in the area.

The project would have no direct effect on the maintenance of public facilities.

The project would result in a net increase in consumption of energy. The project would conform to California Energy Commission standards for residential and nonresidential buildings. The project would require a substreet transformer, probably located on Bush Street. There would be no gas or electricity supply problems./5/

The project would result in increased use of communication systems. Connections would occur from Stevenson Street and no supply or capacity problems are anticipated./6/

The project would result in a net increase in water use at the site of about 60,000 gallons per day (gpd). Water mains in Bush Street would be of adequate size to serve the project./7/

The amount of wastewater generated would be approximately the same as the water used, as described above. Sewer mains serving the site would be adequate to handle increased sewer flows as well as storm drainage./8/

The project would generate a net increase in solid waste. Collection would not present a problem and would probably occur daily, as at present./9/ Disposal effects would depend on the eventual selection of a disposal method and/or site for San Francisco's solid wastes.

NOTES - Utilities and Public Services

/1/ Joseph A. Sullivan, Cheif Support Services, San Francisco Fire Department, letter communication, September 18, 1981.

/2/ Officer Paul Libert, Planning and Research Division, San Francisco Police Department, telephone communication, September 15, 1981.

/3/ Laurel Anderson, Office Manager, Golden Gateway Center North; and Kathy Schmidt, Office Manager, Fox Plaza, telephone communications, February 4 and 5, 1981. Golden Gateway had one school-age child; two pre-school-age children, and nine college-age residents. Fox Plaza had no school-age children.

/4/ Robert Haslam, Property Management Department, San Francisco Unified School District, telephone communication, September 15, 1981.

/5/ Alfred Williams, Industrial Power Engineer, Pacific Gas and Electric Company, telephone communication, September 15, 1981.

/6/ Les Watson, Building Industry Consultant, Pacific Telephone, telephone communication, September 16, 1981.

/7/ Cy Westworth, Estimator, Engineering Department, San Francisco Water Department, telephone communication, September 15, 1981.

/8/ Nathan Lee, Engineering Associate II, San Francisco Cleanwater Program, telephone communication, September 15, 1981.

/9/ Fiore Garbarino, Office Manager, Golden Gate Disposal Company, telephone communication, September 15, 1981.

8. Biology.

Yes Maybe No N/A Disc.

- a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species? _____ X _____
- b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site? _____ X _____
- c. Would the project require removal of mature scenic trees? _____ X _____

The project would not effect any plant or animal life or habitat.

Yes Maybe No N/A Disc.

9. Land. (topography, soils, geology) Would proposed project result in or be subject to:

- a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction) _____ X _____ _____ X _____
- b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops) _____ X _____ _____ _____ X _____
- c. Generation of substantial spoils during site preparation, grading, dredging or fill? _____ X _____ _____ _____ X _____

No site-specific soils analysis has yet been made for the site. Data pertaining to the site vicinity indicate over 120 feet of unengineered artificial fill overlie bedrock at the site. The geologic materials are largely of low compressibility and are generally suitable for a foundation base. The fill material is generally unsuitable as a foundation base as it is subject to compression and differential settlement under heavy building loads. A major seismic event could cause liquefaction with resultant lateral ground slippage. Recommendations from a geotechnical study of the site would be followed in the final design of the project.

The only grading on the site would be related to foundation and basement preparation. The results would not be visible upon completion of the

project. Approximately 35,000 cubic yards would be removed from the site as a result of excavation and disposed of in an officially approved disposal site. A discussion of grading and foundation design will be included in the EIR.

10. Water. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Reduction in the quality of surface water?			X		
b. Change in runoff or alteration to drainage patterns?			X		
c. Change in water use?	X				X
d. Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?	X				

Water use would increase by 60,000 gallons per day (gpd). Dewatering would be required during construction. The extent and effects will be discussed in the EIR.

11. Energy/Natural Resources. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Any change in consumption of energy?	X				X
b. Substantial increase in demand on existing energy sources?		X			X
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?		X			X

There would be an increase in energy consumption on the site as a result of the project because of an increase in the total square footage of structure to be served. As specific building designs have not been developed, unnecessary, wasteful or inefficient uses of energy cannot be identified, and they are not contemplated. The project would meet or exceed energy standards required by Title 24 of the California Administrative Code.

There would be an increase in peak-hour electrical demand resulting from elevator use in addition to the peak-hour demand characteristics of other uses in the structure. Other aspects of electrical and natural gas demand characteristics cannot be identified until more precise building designs are developed. Further evaluation will be discussed in the EIR.

Shadows from the structure may result in a reduction in the feasibility of future active solar energy collection installations in some locations off-site. No existing active solar energy collection installations would be affected as none are located in the immediate area north of the site. No other natural energy resources would be directly affected.

12. Hazards. Would the proposed project result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?	—	—	X	—	—
b. Creation of or exposure to a potential health hazard?	—	—	X	—	—
c. Possible interference with an emergency response plan or emergency evacuation plan?	—	—	X	—	—

The site and the project would neither cause nor be affected by hazardous uses or health hazards.

13. Cultural. Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Include or affect a historic site, structure or building?	X	—	—	—	X
b. Include or affect a known archaeological resource or an area of archaeological resource potential?	—	—	X	—	—
c. Cause a physical change affecting unique ethnic or cultural values?	—	—	X	—	X

The project site contains a parking garage rated "B" by the Foundation for San Francisco's Architectural Heritage Survey and 0-F1-0 by the San Francisco Department of City Planning's Architectural Survey. Located at 355 Bush Street, the 6-story brick building is considered representative of an early parking garage designed in a style which imitates an office building rather than appearing as a garage with a functional facade. Under the proposed plans for site use, this building would be demolished.

Table 2 shows the architectural and historic resources on the project block and in the project vicinity. The north side of Sutter Street, on the opposite side of the block from the frontage of the proposed project, is considered an important area due to the historic rating of existing structures which form a continuous streetscape. Similarly, Kearny Street between Sutter and Bush Street consists predominantly of buildings of historic merit. Although the project site itself contains only one "B" rated structure, development in this area could be considered sensitive in the context of historic buildings in the vicinity, and views of the proposed project may affect this historic context. The project sponsor is considering ways of contributing to the preservation of historic structures in the vicinity. The project would dominate smaller-scale buildings by its greater height, and would cast shadows, primarily northward across Bush Street during parts of each season of the year.

There are no known archeological resources on the project site. Experience on similar downtown sites inland of the original shoreline indicates that it is probable that no intact cultural or historic materials would be encountered, but scattered artifacts of historic interest may be found.

C. MITIGATION MEASURES:

	<u>Yes</u>	<u>No</u>	<u>Disc.</u>
Are mitigation measures included in the project?	X	—	X
Are other mitigation measures available?	X	—	—

Mitigation Measures proposed as part of the project include the following:

URBAN DESIGN

- The project features a sculptured upper-level facade designed to reduce the apparent scale and bulk of the building.
- The project features pedestrian amenities including small, pedestrian-scale retail activity; and sidewalk space designed to improve pedestrian access to work and shopping and contribute to a visually interesting streetscape.

POPULATION/EMPLOYMENT/HOUSING

- The project sponsor proposes to negotiate with one of the existing restaurants in offering ground floor retail space in the new building. The project sponsors may be available to assist the remaining four businesses in relocation activities.
- The project sponsor proposes to provide approximately 40 residential condominium units on-site. These units would vary from 1,000 to 2,500 sq. ft. providing a range in size. Project housing would help mitigate increased demands on the City's housing supply which may be generated by the project's office development.

TRANSPORTATION/CIRCULATION

- The project sponsor would encourage transit use through the on-site sale of BART and Muni passes to employees, and by encouraging employee carpool and vanpool systems in cooperation with RIDES for Bay Area commuters.
- Secure bicycle parking facilities would be provided, to encourage the use of bicycles by employees and messengers.
- Two off-street loading docks would be provided, thereby reducing on-street commercial deliveries and their associated congestion on streets surrounding the project.

- During the construction period, project truck movement would be scheduled to minimize peak-hour traffic conflicts.
- The project sponsor would consider contributions to an established Downtown transit assessment district, as required, anticipated to mitigate potential peak-hour transit congestion associated with project development.

NOISE

- The project would comply with Title 25 of the California Administrative Code regarding noise insulation for residential uses.
- The project contractor would comply with all requirements of the San Francisco Noise Ordinance, including limiting noise emissions from powered construction equipment to 80 dBA at a distance of 100 ft. The project contractor would muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

AIR QUALITY/CLIMATE

- During excavation, unpaved demolition and construction areas would be wetted to hold down dust; if this were done at least twice a day with complete coverage, particulate emissions (dust) would be reduced about 50%.
- The general contractor would maintain and operate construction equipment in such a way as to minimize exhaust emissions.
- Residential open space would be designed and sheltered to maximize natural light and air and minimize wind on-site. Should the results of a detailed wind analysis indicate that the project would have substantial wind effects, design alternatives would be considered to mitigate wind effects.

UTILITIES AND PUBLIC SERVICES

- To reduce the demand on police protection services, the project would incorporate internal security measures which might include such features as a 24-hour staffed guard station in the lobby area, closed circuit

television cameras and internal security personnel, well-lighted entries, alarm systems, separate security elevator and locked entrances with call-telephones for the residential portion of the building, and computerized office and residential entrances accessible only by pre-programmed magnetic keys.

- The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.
- The project would incorporate low-flow faucet and toilet fixtures to reduce water consumption and wastewater.
- The building would be equipped with a trash compactor to reduce the volume of solid waste requiring storage and transport. Separate storage facilities for recyclable waste material would be provided for both office and residential uses.

LAND (Topography, Soils, Geology)

- A detailed foundation and structural design study would be conducted for the building by a California licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design and construction of the project.
- If required by the San Francisco Department of Public Works, the project sponsor would post a surety bond before issuance of a permit to excavate. Such a bond would protect the City against damages to City-owned sidewalks, streets and utilities.
- The project sponsor would require the project contractor and sub-contractors to obtain a Faithful Performance and Payment Bond, if proper financial capability is not evident, and to be responsible for any damage to existing buildings which might result from excavation.

- Excavation pit walls would be shored and protected from slumping or lateral movement of soils into the pit. Shoring and sheeting with soldier beams could be used for this purpose. The contractor would comply with the Excavation Standards of the California Occupational Safety and Health Agency (Department of Industrial Relations).
- The level of the water table and potential settlement and subsidence will be monitored. The City would require a lateral and settlement survey to monitor any movement or settlement of surrounding buildings and adjacent streets during the dewatering. Control lines and benchmarks would be established for monitoring horizontal and vertical movement.
- If, in the judgment of City engineers, unacceptable subsidence occurs during the construction, groundwater recharge would be used to halt the settlement. This might cause a delay in construction.
- Groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to prevent sediment from entering the storm drain/sewer lines.

ENERGY

- Wherever possible, office suites would be equipped with individual light switches, time clock operation and fluorescent lights to conserve electric energy. A centralized management computer system would monitor off-hour (evening and weekend) heating and air-conditioning use. Tenants would be charged for off-hour heating and air-conditioning service used.
- The project would comply with the Federal Energy Building Temperature Restrictions in the operation of heating, ventilating and air conditioning (HVAC) equipment. The HVAC system would be equipped with an economizer cycle to use outside air for cooling, as feasible.
- Whenever possible, the HVAC system, if one is included in the project, would be designed to recycle waste heat to heat domestic water for office and residential use.

- Residential units would have individually metered gas and electric services.
- Residential and office water heating systems would be insulated to minimize water waste and waste heat. In residential units, water heaters would be placed as close as possible to the source of use (sinks, showers, dishwashers) to minimize water waste and waste heat.

CULTURAL

- Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

D. ALTERNATIVES:

Yes No Disc.

Were other alternatives considered: X X

A range of alternatives are under consideration, including those which may be refined or eliminated as a result of comments received during public review of this Initial Study. They are:

1. Guiding Downtown Development: An alternative that conforms to the design guidelines of Guiding Downtown Development, May, 1981.
2. Design Alternative: A design alternative that responds to impacts identified as potentially significant during the Initial Study and preparation of the Preliminary Draft Environmental Impact Report.

3. Historic Preservation: A site-specific, or off-site alternative which recognizes the historic resources in the vicinity and considers contributions to long term protection of off-site historic resources.

4. No Project: An alternative which considers: a) no project for the site; b) the same project on a different site; and, c) postponement of project implementation.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

	Yes	No	Disc.
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	—	X	X
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	X	—
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable?	X	—	X
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	—	X	—
5. Is there a serious public controversy concerning the possible environmental effect of the project?	—	X	—

APPENDIX A: ARCHITECTURAL EVALUATION SURVEYS

The Architectural ratings discussed in the text of this Initial Study represent the results of two separate architectural surveys:

SAN FRANCISCO DEPARTMENT OF CITY PLANNING SURVEY

Between 1974 and 1976, the San Francisco Department of City Planning conducted a citywide inventory of architecturally significant buildings. An advisory review committee of architects and architectural historians assisted in the final determination of ratings for the 10,000 buildings which were entered in an unpublished 60-volume record of the inventory. The rated buildings have been represented on a set of color-coded maps which identify the location and relative significance of each building surveyed. The maps are available for public inspection at the Department of City Planning.

The inventory assessed the architectural significance of the surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included, but historical associations were not considered. Each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". Factors considered included architectural significance, urban design context, and overall environmental significance. The architectural survey resulted in a listing of the best 10% of San Francisco's buildings. In the estimation of the inventory participants, buildings rated "3" or higher represent approximately the best 2% of the City's architecture.

HERITAGE SURVEY

More recently, the Foundation for San Francisco's Architectural Heritage, through its consultants, Charles Hall Page & Associates, Inc., conducted an architectural and historical survey of all downtown structures. In 1979, the inventory results were published in the book Splendid Survivors. Criteria considered in rating the buildings include Architectural Significance and Negative Alterations. Summary ratings from "A" to "D" were then assigned to each building on the basis of these scores. The summary ratings indicate the following:

- A. Highest Importance. Individually the most important buildings in downtown San Francisco. All "A" group buildings are eligible for the National Register and have highest priority for City landmark status.
- B. Major Importance. Buildings which are of individual importance by virtue of architectural, historical, and environmental criteria. "B" group buildings may be eligible for the National Register. The Landmarks Preservation Advisory Board considers "B" buildings also to have highest priority for City landmark status.
- C. Contextual Importance. Buildings which are distinguished by their scale, materials, compositional treatment, cornice and other features. Many "C" group buildings may be eligible for the National Register as part of historic districts.
- D. Minor or No Importance. Buildings which are insignificant examples of architecture. Most "D" group buildings are "sites of opportunity."

NOT RATED. Buildings which have been built or suffered insensitive exterior remodelings since 1945.

STATE AGENCIES

Air Resources Board
Evaluation and Planning
1800 15th Street
Sacramento, CA 95816
Attention: Mr. Don McElfresh

State Department of Transportation
(CalTrans) - District 4
Engineering Services Branch
150 Oak Street, Room 404
San Francisco, CA 94119

Attention: Mr. Robert Sieker

State Office of Intergovernmental
Management
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Attention: Ms. Anna Polvos

REGIONAL AGENCIES

Alameda-Contra Costa County
Transit District
508 - 16th Street
Oakland, CA 94612
Attention: Mr. Don Larson

Association of Bay Area
Governments
Hotel Claremont
Berkeley, California 94705
Attention: Mr. Charles Q. Forrester

Bay Area Air Quality
Management District
939 Ellis Street
San Francisco, California 94109
Attention: Mr. Irwin Mussen

Bay Area Rapid Transit
District
800 Madison Street
Oakland, California 94607
Attention: Ms. Barbara Neustadter

Golden Gate Bridge Highway
& Transportation District
P.O. Box 9000, Presidio Station
San Francisco, California 94129
Attention: Mr. Dale W. Luehring

Metropolitan Transportation
Commission
Hotel Claremont
Berkeley, California 94705
Attention: Ms. Franceen Lyons

San Mateo County Transit
District
400 South El Camino
San Mateo, California 94402

Regional Water Quality Control
Board
San Francisco Region
1111 Jackson Street, Room 6040
Oakland, CA 94607
Attention: Mr. Adam Olivera

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Planning Commission
Department of City Planning
City and County of San Francisco
100 Larkin Street
San Francisco, California 94102
Attention: Commissioners:
Toby Rosenblatt, President,
Susan Bierman,
Roger Boas
Eugene Kelleher, Alternate for
Roger Boas,
Richard Sklar
Norman Karasick, Alternate for
Richard Sklar
Jerome Klein,
Yoshio Nakashima,
C. MacKey Salazar,
Mr. Lee Woods, Commission Secretary

San Francisco Department of
Public Works
City Hall, Room 260
San Francisco, CA 94102
Attention: Mr. Jeffrey Lee

San Francisco Department of
Public Works
Traffic Engineering Division
460 McAllister Street
San Francisco, California 94102
Attention: Mr. Scott Shoaf

San Francisco Department of
Public Works
Mechanical Section
45 Hyde Street, Room 222
San Francisco, CA 94102
Attention: Mr. Ray G. Danehy

San Francisco Fire Department
260 Golden Gate Avenue
San Francisco, California 94102
Attention: Mr. Joseph Sullivan,
Chief, Division of Planning
and Research

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attention: Ms. Susan Chelone

San Francisco Committee for
Utility Liaison on Construction
and Other Projects (CULCOP)
c/o GES - Utility Liaison
City Hall, Room 363
San Francisco, CA 94102
Attention: Mr. Herman Beneke

San Francisco Landmarks Preservation
Advisory Board
100 Larkin Street
San Francisco, CA 94102
Attention: Mr. Jonathan H. Malone

Mayor's Economic Development Council
552 McAllister Street
San Francisco, CA 94102
Attention: Mr. Richard Goblirsch

San Francisco Public Utilities
Commission
City Hall, Room 287
San Francisco, CA 94102
Attention: Mr. Richard Sklar

San Francisco Police Department
850 Bryant Street
San Francisco, California 94103
Attention: Sgt. Paul Libert,
Planning and Research Division

San Francisco Real Estate Department
450 McAllister Street, Room 600
San Francisco, California 94102
Attention: Mr. Wallace Wortman,
Director of Property

San Francisco Unified School District
135 Van Ness Avenue, Room 209
San Francisco, CA 94102
Attention: Dr. Robert Alioto

San Francisco Water Department
Distribution Division
425 Mason Street
San Francisco, California 94102
Attention: Mr. John Kenck, Manager

GROUPS & INDIVIDUALS

Bay Area Council, Inc.
348 World Trade Center
San Francisco, CA 94111

Downtown Association
582 Market Street
San Francisco, CA 94194
Attention: Mr. Lloyd Pflueger

Friends of the Earth
124 Spear Street
San Francisco, California 94105
Attention: Ms. Connie Parrish

The Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, California 94109
Attention: Mr. Grant Dehart,
Executive Director

Ms. Sue Hestor
4536 - 20th Street
San Francisco, California 94114

San Francisco Beautiful
41 Sutter Street
San Francisco, California 94104
Attention: Mrs. H. Klussman,
President

San Francisco Building and
Construction Trades Council
400 Alabama Street, Room 100
San Francisco, California 94110
Attention: Mr. Stanley Smith

San Francisco Chamber of
Commerce
465 California Street
San Francisco, California 94104
Attention: Mr. Richard Morten

San Francisco Labor Council
3058 - 16th Street
San Francisco, California 94103
Attention: Mr. Bernard Speckman

San Francisco Planning and Urban
Research Association
312 Sutter Street
San Francisco, California 94108
Attention: Mr. John Jacobs

San Franciscans for Reasonable
Growth
9 First Street
San Francisco, California 94105
Attention: Mr. Carl Imperato

San Francisco Tomorrow
728 Montgomery Street, Room 34
San Francisco, California 94111
Attention: Ms. Suzanne Smith

Skidmore, Owings & Merrill
One Maritime Plaza
San Francisco, CA. 94111
Attention: Mr. Bob Towle

Sierra Club
530 Bush Street
San Francisco, California 94105
Attention: Ms. Becky Evans

San Francisco Forward
690 Market Street
San Francisco, CA 94105

ABUTTING PROPERTY OWNERS

Ms. Barbara G. Aaron
200 Kearny Street
San Francisco, Ca.

California Jones Co.
105 Montgomery Street
San Francisco, Ca. 94104

Campeau Corporation of California
681 Market Street, Suite 401
San Francisco, Ca. 94105
Attention: Grant Sedgwick;
Jeff Vance; Gary Mason

Edward J. Conner
130 Sutter Street
San Francisco, Ca. 94104

Edward D. Keil Trust
240 Kearny Street
San Francisco, Ca. 94108

Chester R. and Arla Konrad
260 Kearny St.
San Francisco, CA. 94108

Thea W. Lambertsen
126 Sutter Street
San Francisco, Ca. 94104

Ka Kui Lung
381 Bush Street
San Francisco, Ca. 94104

The Lurie Company
108 Sutter Street
San Francisco, Ca. 94104

Transamerica Title Insurance Co.
154 Sutter Street
San Francisco, Ca. 94104

Wafeth Corporation
246 Kearny Street
San Francisco, Ca 94108

Wells Fargo Bank
220 Kearny Street
San Francisco, Ca. 94108

Mr. Tim Tosta
Tim Tosta Law Corporation
333 Market Street, Suite 2230
San Francisco, CA 94105

MEDIA

San Francisco Bay Guardian
2700 19th Street
San Francisco, CA 94110
Attn: Mr. David Johnston

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: Mr. Marshall Kilduff
Mr. Allen Temko

San Francisco Examiner
110 Fifth Street
San Francisco, CA 94103
Attn: Mr. Gerald Adams

San Francisco Progress
851 Howard Street
San Francisco, CA 94103
Attn: Mr. Mike Mewhinney

San Francisco State Library
Government Publications
1600 Holloway Avenue
San Francisco, CA 94132

Stanford University Library
Government Documents Section
Stanford, CA 94305

University of San Francisco
Gleeson Library
Golden Gate and Parker Avenues
San Francisco, CA 94115

LIBRARIES

Environmental Protection Agency Library
215 Fremont Street
San Francisco, CA 94105
Attn: Ms. Jean Circiello

Hastings College of the Law Library
198 McAllister Street
San Francisco, CA 94102

Golden Gate University Library
536 Mission Street
San Francisco, CA 94105

San Francisco Public Library
Main Branch Documents Section
208 Larkin Street
San Francisco, CA 94102

San Francisco Public Library
Business Branch
530 Kearny Street
San Francisco, CA 94104

